

SUSSEX PASSENGER'S "SNAPSHOTS" AFTER VESSEL WAS STRICKEN IN CHANNEL



PHOTO BY MISS FLORENCE HAROLD FOR THE AMERICAN PRESS ASSOCIATION

The two accompanying pictures are reproduced from small "snapshots" made by a passenger aboard the Sussex soon after the channel steamer received the injury which led to the present situation between Germany and the United States. In one are shown passengers with life preservers fastened on, and the other is a view of lifeboats pulling away from the Sussex. In the answer to the American note the German authorities speak of "the possibility that the ship mentioned in the note of April 10 as having been torpedoed by a German submarine is actually identical with the Sussex." Germany will investigate certain points in connection with the case, she says.

Automobile News

Provision for an investigation and report to Congress of a preliminary plan for a system of national highways by the Corps of Engineers of the Army is made in a joint bill now pending before the Senate and House Committees on Military Affairs. The bill was introduced in the Senate by Senator John A. Shields of Tennessee and in the House by Representative John H. Small of North Carolina.

In particular this bill embodies the principle of having conducted a scientific investigation and survey of the highway routes upon which federal funds are to be expended before the work of construction is begun. It seeks, it is said, to prevent the bit or miss building of roads by the Federal Government which are located, not by expert surveys, but by local political influence—roads which begin anywhere within a State and end nowhere in particular. The danger of having federal funds for good roads expended in such fashion has already caused the dangerous cry of "pork" to be raised in Congress when the good roads appropriation bills were under discussion.

Under the terms of the Shields-Small bill, the Federal Government would devote its funds and energies solely to the construction of mail or trunk-line highway units connecting and correlating the highway systems within the States. Instead of providing funds to pay a part of the whole bill on state roads, the Federal Government would take over, to build and maintain entirely, certain of the principal highways that would relieve the states of a considerable part of their present burden and would allow them to devote more money to the building of more miles of good roads radiating from the trunk-line highways, while townships or individuals would build good roads feeding the county highways. Thus the entire country would be woven together by a network of highways each system feeding the other, as is done by the railroads.

The Shields-Small bill was drawn by Mr. Cyrus Kehr, of Knoxville, Tenn., a member of the National Highway Association, in co-operation with Senator Shields, Representative Small, and engineer officers on duty at the War Department. It has been approved by the War Department. While the bill embodies two of the principles for which the National Highway Association has contended in its long campaign, it is not particularly supported by the Association which thus far has lent its support to principles only and not to any particular piece of legislation.

That this effort to have Congress provide a preliminary highway plan according to recognized principles of engineering and to provide for federal interstate highways before federal funds are spent, marks the trend of sentiment upon this subject here is indicated in the debates upon Good Roads measures which have recently occurred in Congress. In the debate upon the Bankhead bill, Senator George W. Norris, of Nebraska, said: "I think the contribution of the Federal Government ought not to go to all of the roads in the country. It ought to be confined to a system of interstate highways."

This idea of restricting the federal participation in highway construction to a system of main interstate trunk lines to be located by an expert survey is now supported by the representatives of many states and many congressional districts. The opinion is growing that in this way such federal funds as are devoted to good roads construction will be spent toward a definite object, the highest economic result will be realized and the movement will be saved from condemnation by the public on the ground that it is "pork" legislation.

Convert into Trucks

"Merchants and farmers all over the country are preparing for a big business season. This is evidenced by the fact that motor trucks are being sold in greater numbers than ever before," says C. F. Redden, president of the "Redden-Truck-Maker," a de-

vice which converts a Ford into a one-ton truck. "Farmers and merchants whose business has been hindered by transportation problems due to railroad congestion are providing against shipping delays by employing motor trucks for long and short hauls. The utility of the motor truck has never been emphasized so much as now and the uses to which the machines are put are more varied than ever."

"Farmers and business men who own Ford cars are making double use of their machines by converting them into trucks by the addition of the Redden truck attachment which can be fitted with any type of body. One farmer uses his Ford for utility purposes about the farm on week-days and on Sundays, he takes off the 'truck-maker' converting the car back into its original form and takes his family out for a ride."

The truck attachment is so laid out that it balances its load on the rear axle, which is designed to carry the load with safety. There is no change in the control system through the brakes are on the new rear wheels instead of on the old ones, and the necessary connections for making the change are supplied with the outfit. Though the engine is called upon to handle a heavier load than that of the plain Ford car it is under no greater strain because the chain drive to the rear axle introduces a gear reduction. The effect is to lengthen the leverage of the motor so to speak. The conversion from a pleasure car to a truck can be effected in a few hours."

Bents the Records

Ralph Mulford in a Hudson Super Six stock chassis smashed all long distance automobile records from one to 24 hours at the Sheephead Bay Motordrome, May 1-2, by covering 1819 miles in 24 hours. The chief object of the test was to beat the 24 hour record of 1581 miles made by S. F. Edge nearly nine years ago on the Brooklands Track in England in an English six cylinder Napier car.

Mulford not only beat Edge's record by 238 miles but drove the whole distance himself without any relief driver and averaged 75 21-24 miles per hour. The car was the same one that Mulford covered a mile in 35.11 seconds or at the rate of 102.22 miles per hour at Ormond Beach a few weeks ago. The trial was an official one as it was sanctioned by the American Automobile Association and their representatives acted as timers and judges, so there is little question but that the record will be formally approved by the contest board at their next meeting. Incidentally, Mulford's was the fastest sustained long distance flight made by man on air, land or water.

Briefly, Mulford started his attack against old father time at 6:04:46 on Monday evening and at the end of the first half hour had covered 77 miles. All through the night he drove by the aid of his car's own electric system assisted by the search lights on some touring cars placed on the turns, averaging about 77 miles an hour, or about 11 miles faster than Edge's time.

He could have averaged 80 miles an hour but for the fact that Assistant Sales Manager Rippinsville who was handling the trial for the Hudson factory insisted that he stop every 150 miles for gasoline and oil. His only other stops were made after he had covered 1520 miles when he changed the left rear tire as it seemed slightly worn. Another stop was made for a few seconds at the 1536 mile to clean some dirt out of his carburetor and again on the following lap when he changed the spark plugs on his motor.

Mulford's driving was very consistent throughout as on the odd hours he averaged between 79 miles and 80 miles an hour and during the even hours when he was compelled to stop for supplies he averaged about 74 miles an hour. After covering 77 miles in the first hour Mulford covered 500 miles in 6 1-2 hours, 923 1-2 miles in 12 hours. When he was 124 1-2 miles ahead of Edge's record he had done 1,000 miles in a trifle less than 18 hours. He kept up his good work and shortly before 3 o'clock in the afternoon

passed Edge's record of 1581 miles and finished at 6:04:46 with a record of 1819 miles.

Extra Meeker Story

For the second time Ezra Meeker will make a transcontinental tour on the now nearly lost Oregon Trail. He made one trip from coast to coast driving a yoke of oxen in the year 1910, 1911, 1912. His first trip was from Indianapolis to Oregon in 1852 and was an almost indescribable series of hardships and privations. This present trip will be far different. Instead of the oxen-drawn prairie schooner, cramped and uncomfortable as a cage, creeping and bumping along a ribboned scar across the deserts, the wilderness, and the snowy Rockies, to a promised land of plenty, this journey will be made in a twelve-cylinder motor car, equipped properly for such a long distance and on roads, which while in many places leaving room for great improvement, by comparison are smooth as paper. Ezra Meeker is old now, or as he says, "85 years young," but the unquenched fire of youth still burns in his veins. He is no longer the stalwart young man with the indomitable pioneer courage that was ready to face the weary march, the contingency of meeting savage Indians, diseases and the gnawings of famine. He is slightly stooped now and his snow white hair flows to his shoulders, but in spirit at least, he is no older than the twenty-two year old youth of '52—for he has a mission in life. This is to instill the flower of patriotism in the breast of each person with whom he comes in contact, and to fittingly commemorate with solid eulogiums the work of the pioneers in penetrating the virgin West, by erecting stone monuments, along the old Oregon Trail. Much of this work has already been done by Mr. Meeker, by driving a yoke of oxen from the Atlantic to the Pacific, a trip which took two months, selling his books along the route, the proceeds of which are donated to a self appointed task. Mr. Meeker was born at Huntville, Ohio, December 29, 1830. His parents moved to Indiana near the village of Stringtown, now called Indianapolis, when he was a toddling youngster. Here he grew to manhood following the usual life of the pioneer boy. He hunted and fished in the district which is now covered with factories and residences. He was unable to secure much schooling—six months was the actual time he attended school, but he has always been a voracious reader and attributes the ability he possesses of speaking and writing the purest English to his reading the country's leading newspapers. For a time Mr. Meeker worked in the Indianapolis Printing Office as "devil" for S. W. E. Noel. But the confining indoor work did not appeal to him so he became a farmer, tilling the soil, harvesting and doing the countless other duties of farm life in the crude makeshift manner that was current in those days. The call of the open road too him and the desire for land of his own, caused him to start on his first journey over the broad expanse to the Pacific. At the age of twenty-one he married and soon after with his young wife set out to an unknown destination, veiled in the mysteries of secret dangers, that led him after much delay, to Portland, Oregon.

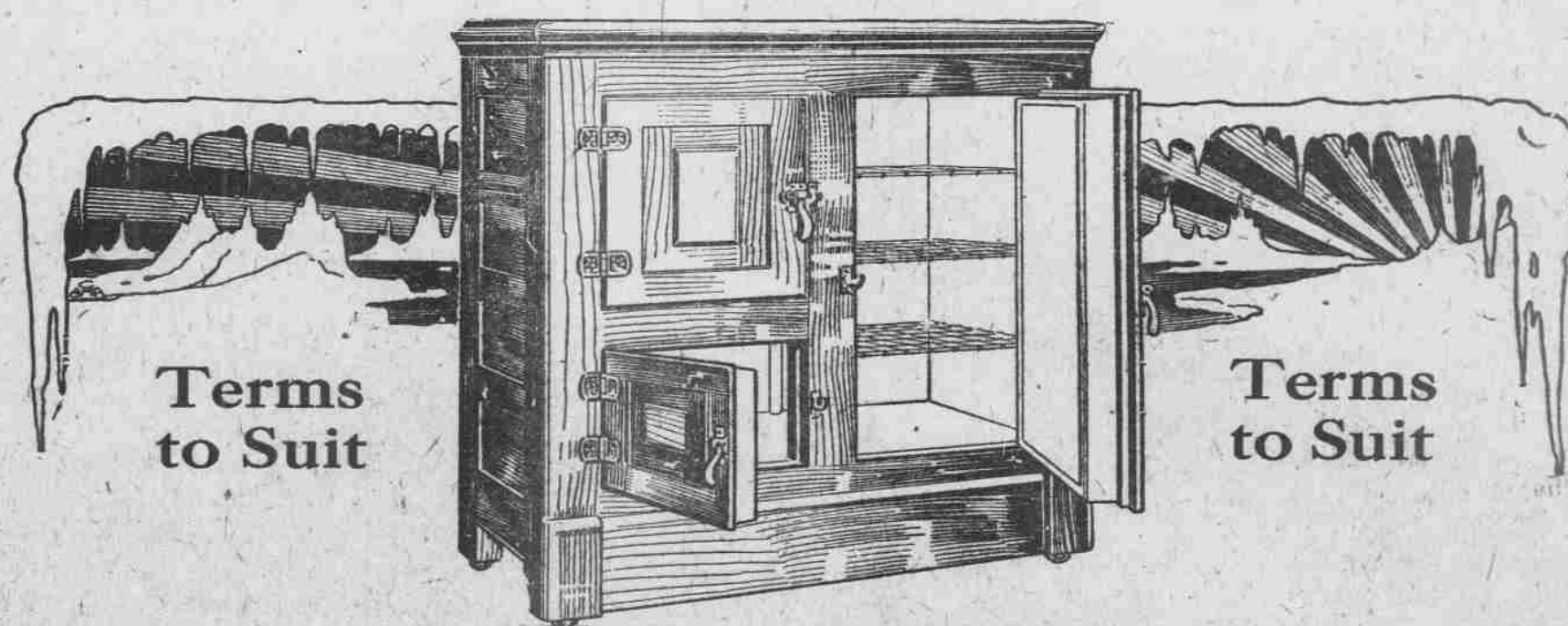
His car is a special job, being stripped to the chassis and a prairie schooner body and top built on. He says I chose this type because I intend to live in the car until the trip is completed. By careful planning and minimizing useless space, it is surprising how much a prairie schooner body will carry and still be homelike indeed."

When seen in New York, German Ambassador von Bernstorff refused to comment on the German note.

Pope Benedict ratified the decision of the Commission of Cardinals confirming the validity of the marriage of Count Boni de Castellane to Anna Gould, now Duchess Talleyrand.

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Terms to Suit

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Thousands of Fighting Men of Belligerents

Interred in Holland

The Hague, Netherlands, May 9.—A recent census of the belligerent troops that have crossed the Dutch frontiers to date an dare now interred in this country accounts for 27,886 Belgians, including 50 officers; 1,589

British, including 54 officers; 144 Germans, including eight officers; three Frenchmen, all officers. Several thousand of the men at present are serving interned at Groningen have turned actors. No less than four distinct theatrical companies from the camp have toured the country amusing big audiences of Dutch people with their droll English humor, the proceeds going to flood relief and other charitable funds.

the country. Most of them live at The Hague, or at the seaside resorts close by. The men of the British Naval Reserve interned at Groningen have turned actors. No less than four distinct theatrical companies from the camp have toured the country amusing big audiences of Dutch people with their droll English humor, the proceeds going to flood relief and other charitable funds.

The actual cost to Holland of maintenance of the internment camps to date has been nearly \$7,000,000 but this money will be repaid by the various governments concerned when the general settling up comes at the end of the war.

After being rammed by the American-Hawaiian steamer Philadelphia, the Fire Island lightship was reported sinking. The crew was removed.